



California Department of Transportation

Transportation Planning Grants Fiscal Year 2008-2009

Environmental Justice: Context-Sensitive Planning

Community-Based Transportation Planning

Partnership Planning

Transit Planning (FTA Section 5305)

Statewide Transit Planning Studies

Transit Technical Planning Assistance

Transit Professional Development

**Application Deadline
January 11, 2008**



FY 2008-09 PARTNERSHIP PLANNING APPLICATION

An electronic version of this application is available on the following web site:

<http://www.dot.ca.gov/hq/tpp/grants.htm>

- ✓ Application length – 20 page maximum – includes all documents **except** letters of support
- ✓ Double spaced, 12 pitch font
- ✓ No binding, use one staple

Required Documents

- Signed Application, Scope of Work, Project Schedule and Funding Chart, map of project area, digital photographs of project area (when applicable)

Submit five signed hard copies and one electronic copy on a CD (Microsoft Word) of the entire Application and all documents, including the Required Documents listed above.

PROJECT TITLE	The Great California Delta Trail Collaborative Planning Project
PROJECT LOCATION [city(ies)] and county(ies)]	Counties – Contra Costa, Sacramento, San Joaquin, Solano, Yolo Cities – Antioch, Brentwood, Isleton, Lathrop, Lodi, Oakley, Pittsburg, Rio Vista, Stockton, Tracy, West Sacramento



	APPLICANT				SUB-RECIPIENT(S)*			
Organization	Metropolitan Transportation Commission				Delta Protection Commission (see additional page)			
Contact Person (include salutation and title)	Mr. Steve Heminger, Executive Director				Ms. Linda Fiack, Executive Director			
Mailing Address	101 Eighth Street				14215 River Road – P.O. Box 530			
City	Oakland, California				Walnut Grove, California			
Zip Code	95607-4700				95690			
E-mail Address	info@mtc.ca.gov				lindadpc@citlink.net			
Telephone Number	Area Code	510	Number	817-5700	Area Code	916	Number	776-2292
Fax Number	Area Code	510	Number	817-7848	Area Code	916	Number	776-2293

FUNDING INFORMATION									
Grant Funds Requested					\$300,000				
Local Match (See sample calculation on Page 29)									

	hours of staff time
Other Funding	\$ 0
Total Cost	\$360,000

LEGISLATORS IN PROJECT AREA	
State Senator(s) (name and district)	Assembly Member(s) (name and district)
Michael Machado – 11 th District	Guy Houston – 15 th District
Tom Torlakson – 7 th District	Cathleen Galgiani – 17 th District
	Alan Nakanishi – 10 th District
	Lois Wolk – 8 th District

* Attach additional pages if necessary (this attachment will not be included in the 20 page maximum)
Sub recipients

 **Enter answers in the area provided below each question**
 **Points that will be used for scoring are included on the right side above the text box (100 points possible)**

20 points

1. Project Description (half page maximum)

- ⇒ Define project and project area
- ⇒ Identify community/communities and stakeholders
- ⇒ Specify what will be accomplished including what final products will be delivered
- ⇒ Describe how project will be managed

Begin typing here: The Project is to conduct the first phase of planning and initiate the second phase for The Great California Delta Trail, Senate Bill 1556 (Torlakson). Recognizing the uniqueness of the Delta, in 2006, the Legislature and Governor Schwarzenegger approved SB 1556 declaring support for the creation of The Great California Delta Trail (Delta Trail). This bill, which went into effect January 1, 2007, requires the Delta Protection Commission to “develop and adopt a plan and implementation program, including a finance and maintenance plan for the Delta Trail”. The Project area includes the five Delta counties, each of which contains a unique portion of the diverse Delta – Contra Costa, Sacramento, San Joaquin, Solano, and Yolo. SB 1556 states that the Delta Trail will link the San Francisco Bay Trail system to the planned Sacramento River Trails in Yolo and Sacramento counties and will be a network of Trails that may include links to points outside the Delta as well as within. Five regional planning/transportation planning agencies (Metropolitan Transportation Commission, Association of Bay Area Governments, Sacramento Area Council of Governments, Solano Transportation Authority, and San Joaquin Council of Governments); five

counties; eleven cities and numerous unincorporated towns will be involved in the planning.

Stakeholders will also include state agencies, federal agencies, numerous nonprofits and hundreds if not thousands of individuals. A very broad and inclusive stakeholder driven planning process is mandated in the legislation and is vital to gain the diverse perspectives needed for a successful planning effort. Phase 1 of the planning process involves gathering the needed information to serve as the foundation of the Delta Trail planning process. Phase 2 involves the initiation of a detailed plan for engagement of identified stakeholders, technical experts and key government officials in creating a vision and detailed plan that is supported by all.

The Final Product is a detailed plan for the Delta Protection Commission to follow which will enable the Commission to continue conducting a collaborative planning process with its Stakeholder and Technical Advisory Committees ultimately resulting in a plan and project design for the Delta Trail. Future sources of funding will be needed to complete Phases 2 and 3. The Delta Protection Commission will manage the project with support from a consultant who will perform the work and engage many entities in the planning process.

20 points

2. Grant Objectives – Describe how the proposal addresses the following Partnership Planning grant objectives:

- ⇒ Project is a transportation planning study having statewide benefit or multi-regional significance or both jointly performed by MPOs, RTPA, and Caltrans
- ⇒ The project must result in improvements to the State or regional transportation system
- ⇒ The project should demonstrate how it considers and/or affects jobs housing balance, land use, population growth and distribution, development, and the conservation of natural resources
- ⇒ Results in improvements to public involvement and consensus efforts including government-to-government relations

Begin typing here: **Project is a transportation planning study having statewide benefit or multi-**

regional significance, or both, jointly performed by MPOs, RTPA, and Caltrans. The Great

California Delta Trail Collaborative Planning Project is a non-motorized transportation planning study

having statewide and multi-regional significance. The Project will be the responsibility of the Delta

Protection Commission (including its 23 local government, regional government, state government

member agencies and resident representatives), and will heavily involve MPOs (SACOG, SJCOG,

ABAG), RTPAs (MTC), Solano Transportation Authority and Caltrans. The passage of SB 1556 adds Chapter 12 (commencing with Section 5852) to Division 5 of the Public Resources Code. The law requires the Delta Protection Commission to establish a continuous recreation corridor, including bicycle and hiking Trails, around the Delta, as defined. The law describes statewide and regional benefits which will occur from the completion of the Great California Delta Trail. These benefits include: providing an important link between the people of California and the Sacramento–San Joaquin Delta; increased non-motorized transportation and recreation alternatives in the Delta region; a bicycle and pedestrian Trail providing new connections to and among historic Delta towns fostering tourism in the Delta region; provision of an opportunity for exercise, movement, and recreation in public settings to help combat the growing obesity epidemic; statewide benefits also include the linkages that will occur between The San Francisco Bay Trail, the Delta Trail and planned trails in Sacramento and Yolo counties.

The project must result in improvements to the State or regional transportation system.

Improvements to the regional non-motorized transportation system will result as there is currently no way to traverse from the west Delta to the east side of the Delta except by automobile. North/south routes are vehicle centered and do not provide opportunities for other forms of transportation in a safe and accessible manner. SB 1556 recognizes the need for the Delta to have a continuous recreation corridor similar to existing law which authorizes the Metropolitan Transportation Commission to allocate funds to a bicycle and hiking Trail around the perimeter of the San Francisco and San Pablo Bays. SB 1556 states “this plan shall link the San Francisco Bay Trail system to the planned Sacramento River Trails in Yolo and Sacramento counties. This plan shall include a specific route of a bicycling and hiking Trail, the relationship of the route to existing and proposed park and recreational facilities and land and water Trail systems, and links to existing and proposed public transportation and transit. The transportation and transit links may include, but are not limited to,

roadside bus stops, transit facilities, and transportation facilities. The continuous regional recreational corridor planned and executed pursuant to this chapter shall be called the Great California Delta Trail. The continuous regional recreational corridor shall include, but not be limited to, bikeway systems, and hiking and bicycling Trails.” The Delta Trail will be a non-motorized network to promote opportunities for other forms of transportation in a safe and accessible manner.

The project should demonstrate how it considers and/or affects jobs housing balance, land use, population growth and distribution, development, and the conservation of natural resources.

The project could result ultimately in people having the option to bicycle to work or to recreation in the Delta. The existence of the Trail system could affect the location of new housing in some Delta communities to take advantage of proximity to the Trail. One of the intents of SB 1556 is to bring people closer to the natural resources of the California Delta—to increase public awareness of the need to conserve this important natural resource. SB 1556 refers to the Delta as “a wondrous state and national treasure with its natural resources and fertile soils for agriculture, its access to recreation and science research and its rich history and beauty” and “the California Delta is of great ecological significance with its two most prominent waterways, the Sacramento and San Joaquin Rivers” and “the California Delta is a key part of the Pacific Flyway, and its rich ecosystem serves as home to thousands of unique birds, fish, animals, and plants, and is enjoyed by outdoor enthusiasts.”

Results in improvements to public involvement and consensus efforts including government-to-government relations. SB 1556 requires a broad stakeholder and public participation process in the development of the Delta Trail Plan. The improvements in government-to-government relations and public involvement will be huge as the Delta Protection Commission selects a consultant with proven abilities to conduct a broad scale collaborative planning process. Dozens of local, regional, state and

federal agencies will be brought together, along with bicycling, recreation and clean air advocates ,
using proven facilitation methods to capture their input and expertise in planning the Delta Trail.

20 points

3. State Transportation Planning Grant Goals – Demonstrate how the proposal addresses one or more of the following Caltrans Transportation Planning Grant Goals:

The proposal addresses all 8 Grant Goals.

- **Congestion relief** – *Begin typing here:* The project will result in the provision of alternative modes of non motorized transportation, including both pedestrian and bicycle. The project will also address the need for connectivity between Delta communities by providing an alternative mode of transportation to relieve congestion and encourage walkable communities.
- **Efficient movement of people, goods, and services** – This project is a comprehensive planning process which will convene all of the appropriate technical and stakeholder persons and organizations to ensure that the Delta Trail is planned in concert with existing and planned trails including water trails, destinations of interest to people, state highways, bridges and ferries to ensure that the ultimate Delta Trail alignment results in the efficient movement of people, goods, and services in a non-motorized manner. Only a broad, comprehensive planning process as outlined in this application can achieve such efficiency, resulting in a pragmatic and feasible Delta Trail alignment.
- **Safe and healthy communities** – *Begin typing here:* SB 1556 states that there are unmet recreational needs in the Delta and a continuous recreation corridor will help combat the growing obesity epidemic in this state. The Delta Trail will provide a safe, non-motorized way to get exercise and discover the beauty of the Delta.
- **Pedestrian, bicycle, and transit mobility and access** – *Begin typing here:* SB 1556 is directly responsive to this goal as its intent is to improve pedestrian, and bicycle access throughout the Delta and connect to public transit wherever feasible.
- **Public and stakeholder participation** – *Begin typing here:* SB 1556 requires a broad and inclusive planning process which the Delta Protection Commission will conduct with consultant expertise and through the broad makeup of the Delta Protection Commission itself.

- **Measures to reduce air pollution and greenhouse gas emissions** – *Begin typing here:* The Delta Trail provides alternatives to motorized transport, reducing green house gasses in relation to recreation.
- **Conservation of energy and other natural resources** – *Begin typing here:* Non-motorized transportation will result in conservation of energy and by bringing the public closer to the natural resources of the Delta they will be more likely to want to protect those natural resources. SB 1556 states “The California Delta is a complicated and fragile system that needs the appreciation and protection of future generations of Californians”. It also states that “alternative routes are to be provided to avoid impingement on environmentally sensitive areas...”
- **Protection of sensitive habitat and farmland** – *Begin typing here:* SB 1556 states that “designated environmentally sensitive areas, including wildlife habitats and wetlands shall not be adversely affected by the Trail” and “appropriate buffer zones shall be provided along those portions of the bikeway system adjacent to designated environmentally sensitive areas and areas with private uses.”

20 points

- 4. Public Participation** – Describe how the proposal will innovatively and collaboratively involve the public, community-based organizations, low-income and minority communities, Native American Tribal Governments, and under-represented groups in the planning and decision-making throughout the project.

Begin typing here: The foundation of the Delta Trail planning process is based on a broad stakeholder and public involvement driven process including multilingual, multicultural and different socio-economic levels. The legislation calls for it and the consultant who will be selected by the Delta Protection Commission will have proven abilities in public participation techniques involving thousands of people in a multi-county regional planning effort similar to what was achieved in SACOG’s/Valley Vision’s Regional Blueprint process.

20 points

- 5. Project Outcomes** – Explain how the proposal will ensure a successful outcome and be carried forward to the next stage.

Begin typing here: The outcome of this project will be completion of all Phase 1 baseline activities that facilitate the development of a technical “base case” for planning the Delta Trail. Base case information includes maps of existing conditions, data and key information to include: information gathered on existing conditions and established master land use plans, including parks, trails,

recreation amenities, open space and public lands; GIS database protocols established and input started (the map will be completed and verified in Phase 2); connections made with local government leaders to facilitate information transfer and collect feedback on opportunities, and concerns; connections will be made with key stakeholder organizations that impact trails and recreation.

All information and connections needed to develop the required Stakeholder and Technical Committees will be completed in accordance with SB 1556 to include: stakeholder map interest assessment completed; roles for COGs, RTPA's, Congestion Management Agencies, potential consultants and other technical experts clarified; optimal committee structures and potential partners identified.

Marketing and outreach of the Delta Trail will take place throughout the project.

Phase 2, "Creating the Vision" process plan, will be fully developed with budgets and timelines to include: best practices researched and incorporated; technical needs identified and sourced; process to engage the public outlined. Phase 2 will be started with the convening of 3 each, Stakeholder and Technical Advisory Committee meetings, and the Public Involvement process will begin. Future funding will be required to complete Phase 2 (further engagement of the stakeholders, technical experts and the public to complete the Delta Trail Plan and EIR) and carry out Phase 3 (assembly of the resources and identification of the policy changes that are needed to support the physical construction and long term maintenance of the Delta Trail).

It should be noted that the Delta Protection Act of 1992 mandated the development of a Land Use and Resource Management Plan for the Primary Zone of the Delta (completed in 1995), and the findings, policies and recommendations contained therein support the concept of a biking and hiking trail system, congestion management and safe recreation access in the Delta. Thus the goals of the CalTrans Partnership Planning Grant are consistent with the Delta Protection Commission's Management Plan. Please refer to www.delta.ca.gov to learn more about the Delta Protection Commission.

To the best of my knowledge, all information contained in this proposal is true and correct.

Signature of Authorized Official (Applicant)

Print Name

Title

Date

Signature of Authorized Official (Sub-recipient)

Print Name

Title

Date

REQUIRED DOCUMENTS

- ✓ Signed Application
- ✓ Scope of Work (see sample of required format on Page 48)
- ✓ Project Timeline (see sample of required format on Pages 53 and blank on Page 54)
- ✓ Map of Project Area
- ✓ Digital Photographs of Project Area (when applicable)
- ✓ Five signed hard copies and one electronic copy on a CD of the entire Application and all documents

MTC, GREAT CALIFORNIA DELTA TRAIL COLLABORATIVE PLANNING PROCESS

Scope of Work

1. GATHER BASE DATA

Task 1.1

- Identify all existing public trails and publicly owned land (including nonprofits) in the Delta region.

Task 1.2

- Gather general plans of counties and cities, land use master plans and Trail master plans to identify existing and planned trails, parks and open space.

Task 1.3

- Establish a GIS database using best practices used by other regional trail project managers, and begin to input the gathered data.

Deliverable (on a monthly basis)	Documentation
A monthly report listing all public trails and publicly owned lands identified, all land use master plans and Trail master plans received and catalogued. Progress report on establishment of GIS database and input of data.	Reports

2. INTERVIEWS OF STAKEHOLDERS

Task 2.1

- Conduct interviews with key stakeholders in a series with each round of interviews informing the next—a process that will allow refinement of questions and determination of who needs to be interviewed. Sixty-Five to Seventy (65-70) interviews anticipated, which will include counties, cities, regional planning agencies, transportation planning agencies, state government, federal government, private landowners, environmental and recreational organizations; non profits including walking, bicycling, hiking, equestrian, water trail and clean air advocates.

Task 2.2

- Define the composition and role of the Stakeholder committee which is required by SB 1556

Task 2.3

- Identify ways the planning process can link existing recreation and trail planning efforts at the local level.

Task 2.4

- Gauge level of support for the Delta Trail.

Task 2.5

- Further cause of the Delta Trail by informing many groups of the legislation and planning process.

Task 2.6

- Uncover issues, ideas, opportunities and concerns that will impact the Delta Tail.

Task 2.7

- Identify stakeholders currently unknown to the Delta Protection Commission.

Task 2.8

- Compile information on distinct visions, specific ideas and technical insights held by various stakeholders.

Deliverable (on a monthly basis)	Documentation
List interviews conducted and information gathered as described in a monthly report.	Interviews and Reports

3. IDENTIFICATION OF BEST PRACTICES IN PLANNING MAJOR TRAILS

Task 3.1

- Research trail projects similar in scope and complexity, reporting on findings and integrate the most relevant ideas into recommendations for Phase 2 of Delta Trail planning process. The California Coastal Trail and the San Francisco Bay Trail and one to two others will be researched to draw on their lessons learned in order to avoid costly mistakes, reducing planning and implementation cycles and ensure the Delta Trail plan integrates the best practices of other similar initiatives.

Deliverable (on a monthly basis)	Documentation
Monthly progress report and final report identifying the best practices of other trail planning entities and how those practices will be integrated into Delta Trail plan.	Reports

DEFINE TECHNICAL NEEDS AND OPTIONS

Task 4.1

- Through consultation with technical experts, define the technical needs to successfully complete Phase 2 and options for cost-effectively securing the needed technical support. Identify the tasks that will require the hiring of consultants in phase 2 and define their scope of work.

Task 4.2

- Investigate any interactive technology, such as keypad polling, interactive planning software etc for gathering public input.

Task 4.3

- Define the composition and role of the legislatively mandated Technical Advisory committee.

Task 4.4

- Identify the technical roles of the 3 Councils of Governments (ABAG, SACOG, SJCOG) and MTC. Identify the roles of other potential important partners which emerged during the research process and identify their roles they may play in later phases of the planning process.

Deliverable (on a monthly basis)	Documentation
Monthly progress report and final report identifying Delta Trail planning technical needs, methods for securing the needed technical support, scope of work for consultant to DPC for Phase 2, documentation of interactive public involvement technology that should be utilized in phase 2, identification of entities to be invited to serve as Technical Advisory/committee members for Phase 2 and 3 and identification of roles for councils of governments and regional transportation planning agencies	Reports

and any other potential important partners to include in the planning and implementation of the Trail.	
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5. DEVELOP AND REFINE PROJECT PLAN

Task 5.1

- Synthesize vast array of stakeholder input and technical information. Identify best way to gather input from thousands of engaged citizens and integrate this information into a concise, comprehensive vision and detailed plan customized to the unique circumstances and needs of the Delta.

Task 5.2

- Define key policy issues and provide pathways for implementation.

Deliverable (on a monthly basis)	Documentation
Monthly progress reports and final report providing a blueprint to the Delta Protection Commission and its collaborating partners, for conducting and completing in a timely and cost effective manner, a Delta Trail Plan for Implementation.	Monthly Reports and Final Report

6. WEBSITE COMMUNICATION

Task 6.1

- Update and maintain the Delta Trail website on the Delta Protection Commission website, www.delta.ca.gov, as a communication and a marketing tool for the Delta Trail.

Deliverable (on a monthly basis)	Documentation
Update the website monthly.	Up to Date Website On Delta Trail

7. IDENTIFY SOURCES OF ONGOING FUNDING TO COMPLETE THE DELTA TRAIL PLAN

Task 7.1

- Through the tasks identified above, make stakeholders aware of the need for additional planning funds and identify all possible sources of funding.

Deliverable (on a monthly basis)	Documentation
Monthly progress report and a final report documenting all sources of potential Delta Trail planning and implementation funding and their timelines.	Report

8. BEGIN PHASE 2 –

Task 8.1

- Convene three (3) meetings each of the Stakeholder Committee and Technical Advisory Committee, and begin the public outreach process.

Deliverable (on a monthly basis)	Documentation
Meetings convened, meeting outcomes written.	Memoranda on Meeting outcomes